

BookletChart™

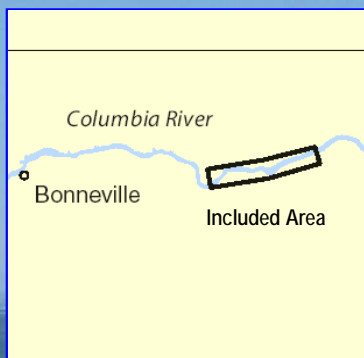
Columbia River – Lake Celilo

NOAA Chart 18533

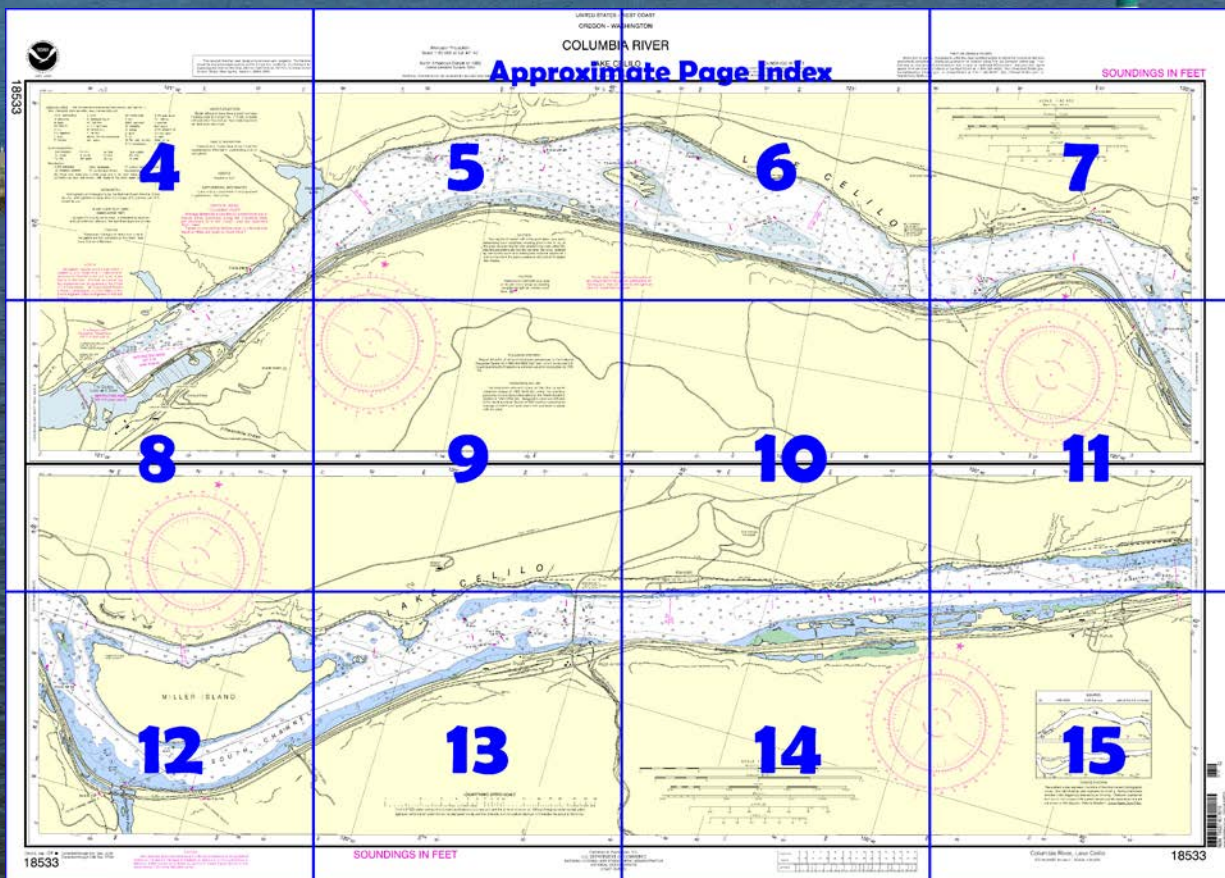


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18533>.



(Selected Excerpts from Coast Pilot)

The Dalles Lock and Dam, 40 (46) miles above Bonneville Dam, has a single lift lock with a vertical lift of about 87.5 feet. **Restricted areas** are above and below the dam. (See **207.718**, chapter 2, for information concerning use, administration, and navigation of The Dalles Lock and Dam.) **Lake Celilo**, the pool created by The Dalles Dam, provides slack water navigation with a controlling depth of about 14 feet for 22 (25.3) miles upstream to the John Day Dam. Depths and overhead clearances are at **normal pool level**.

Traffic above The Dalles Dam consists mostly of grain and petroleum products.

Ice.—Ice occasionally interferes with navigation for 2 weeks or more, usually in January or February.

A fixed highway bridge across the downstream approach to the lock at The Dalles Dam has a clearance of 100 feet.

A railroad bridge, 7 (8.1) miles above The Dalles Dam, has a lift span with clearance of 20 feet down and 79 feet up. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign KQ-9048. (See **117.1 through 117.59 and 117.869**, chapter 2, for drawbridge regulations.)

The Celilo Park basin 7.7 (8.9) miles above The Dalles Dam, offers shelter to small boats, but there are no facilities except a launching ramp. The entrance to the basin is marked by a light.

At **Miller Island**, 10.5 (12) miles above The Dalles Dam, the N and S channels are marked by ranges. The main channel is along the N side of the island; however it is reported that the S channel is more frequently used. In 1994, submerged obstructions with depths of 1 to 3 feet were reported in the S channel in about 45°38'17"N., 120°54'56"W. and 45°38'14"N., 120°54'54.5"W.

On the Oregon side just S of Miller Island is **Deschutes River**, crossed by a fixed bridge with clearance of 20 feet. Small craft occasionally seek shelter here during unfavorable weather.

A grain elevator with a barge loading chute extending to the river is at **Biggs**, OR.

The **Biggs Bridge**, 13.6 (17) miles above The Dalles Dam, has a clearance of 88 feet at the center of the fixed highway span. The bridge joins **Maryhill**, WA, and **Biggs Junction**, OR.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies


RCC Seattle

Commander
13th CG District
Seattle, WA

(206) 220-7001

Table of Selected Chart Notes

HEIGHTS
Heights in feet

CAUTION
Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: 

Mercator Projection
Scale 1:20,000 at Lat 45° 40'
North American Datum of 1983
(World Geodetic System 1984)

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington, or at the Office of the District Engineer, Corps of Engineers in Portland, Oregon.
Refer to charted regulation section numbers.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.


RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.554" southward and 4.244" westward to agree with this chart.

CAUTION
The depths of water within the pool area have been determined from conditions existing prior to the filling of the pool. Shoaler depths than charted may exist within the blue tint area particularly near the shoreline. The areas outlined by the dotted curve and tinted green indicate depths of 1 foot or less when the pool elevation is 160 feet at the Dalles dam forebay.

STATUTE MILES
COLUMBIA RIVER
Mileage distances along the Columbia River are in Statute Miles. Distances along the Columbia River are eastward from the mouth, and are indicated thus: 
Tables for converting Statute Miles to International Nautical Miles are given in Coast Pilot 7.

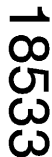
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

SOUNDINGS IN FEET
Soundings and clearances of bridges and overhead cables refer to normal pool elevation, which is 160 feet above mean sea level in the upper pool above The Dalles Dam.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)			
Aids to Navigation (lights are white unless otherwise indicated):			
AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Is isophase	OBSC obscured	s seconds
Bn beacon	LT LC lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
D/A diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow
Bottom characteristics:			
Bds boulders	Co coral	gy gray	Oys oysters
bk broken	G gravel	h hard	Rk rock
Cy clay	Grs grass	M mud	S sand
			so soft
			Sh shells
			sy sticky
Miscellaneous:			
AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(1) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			



4

UNITED STATES - WEST COAST

OREGON - WASHINGTON

COLUMBIA RIVER

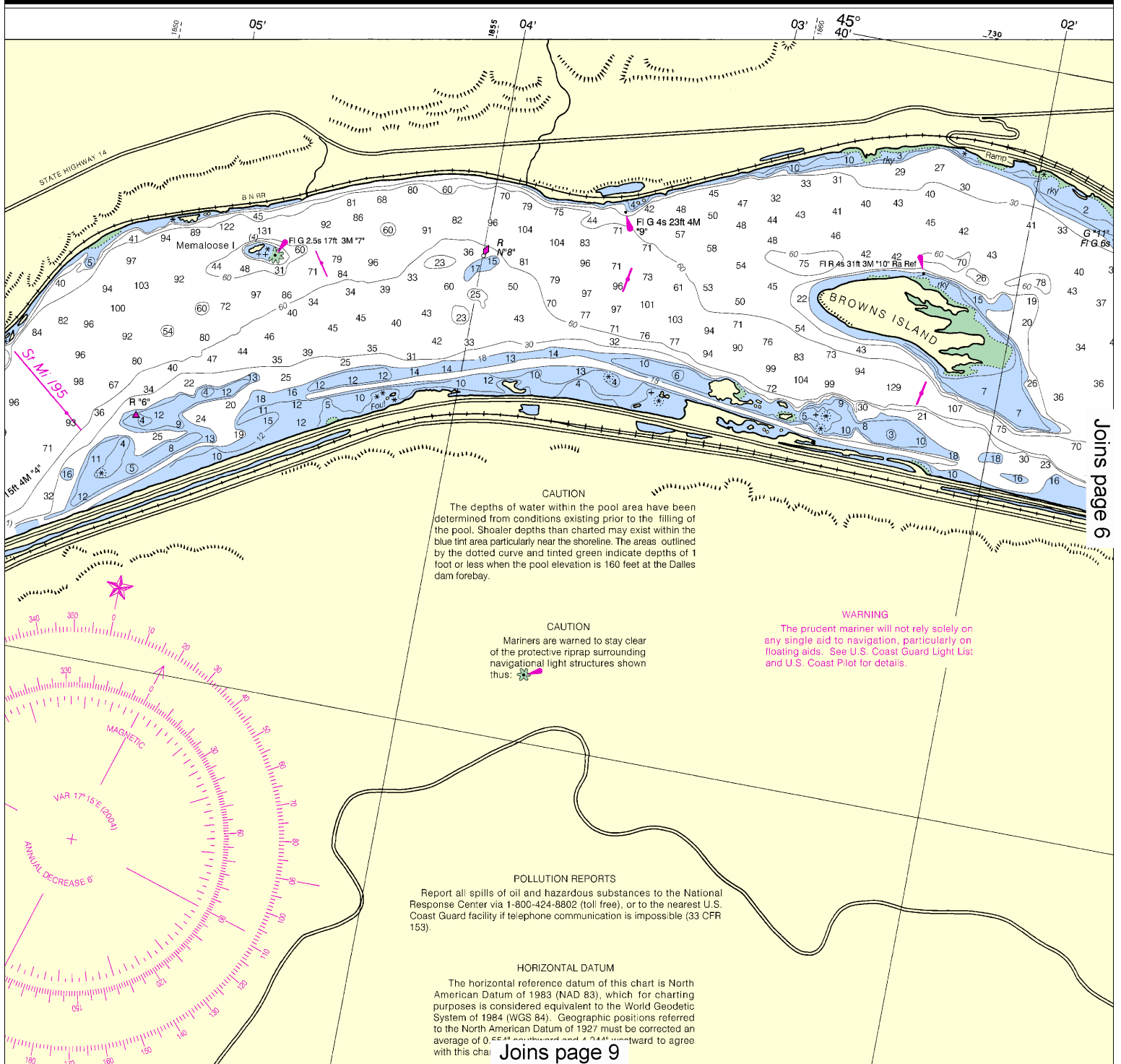
LAKE CELILO

Mercator Projection
Scale 1:20,000 at Lat 45° 40'

North American Datum of 1983
(World Geodetic System 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.

Formerly C&GS 6158, 1st Ed., Mar. 1961



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:26667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

UNITED STATES - WEST COAST

OREGON - WASHINGTON

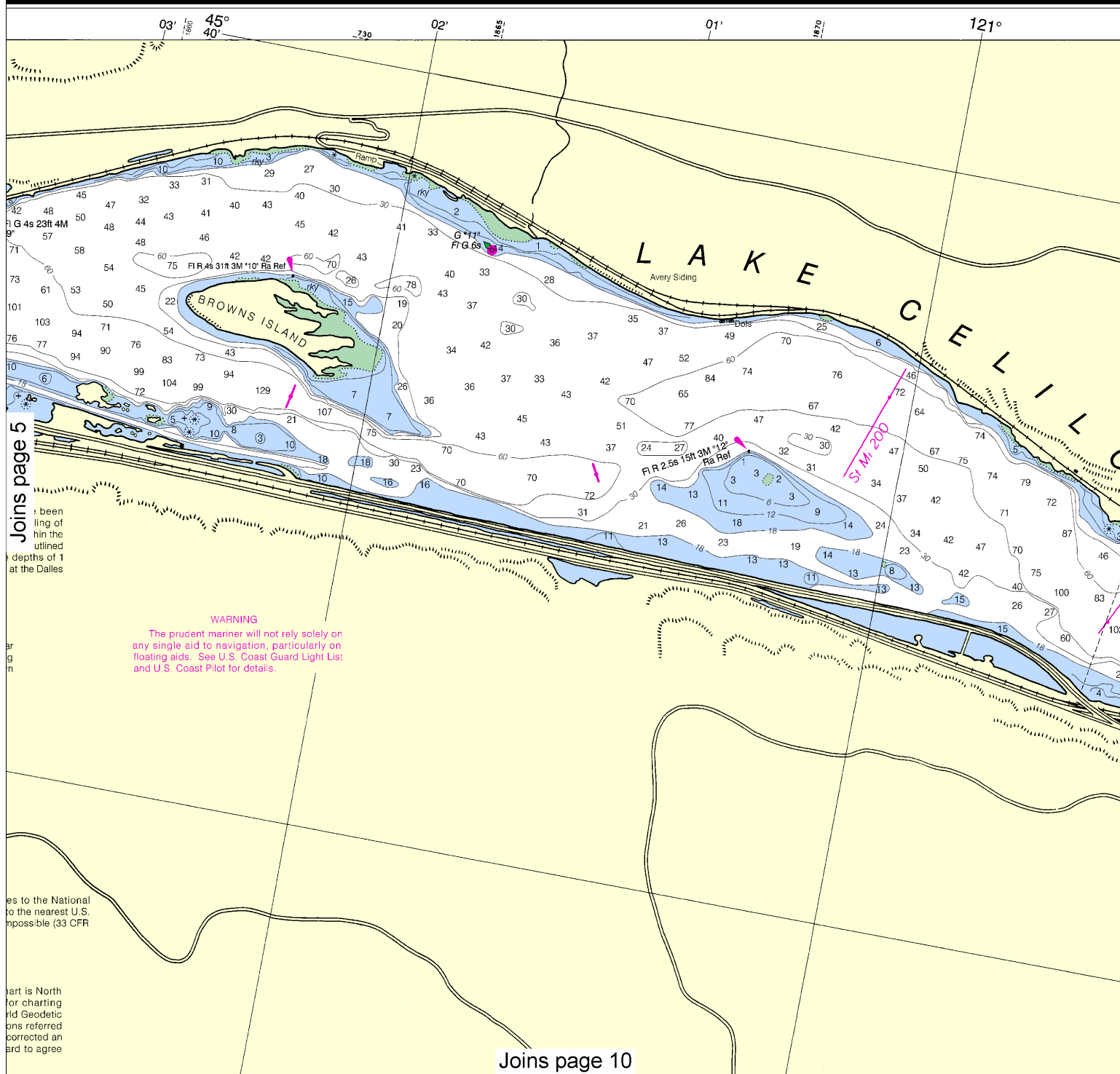
COLUMBIA RIVER

LAKE CELILO

Formerly C&GS 6158, 1st Ed., Mar. 1961

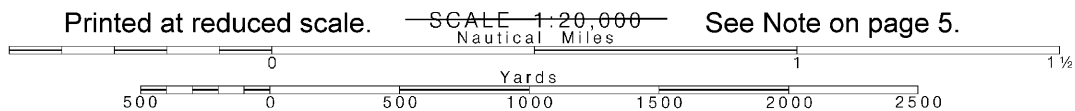
SOUNDINGS IN FEET

Soundings and clearances of bridges and overhead cables refer to normal pool elevation, which is 160 feet above mean sea level in the upper pool above The Dalles Dam.



6

Note: Chart grid lines are aligned with true north.



NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact: NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

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This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.

Joins page 4


Navigation regulations are published in Chapter 2, U.S. Coast Pilot 7. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 13th Coast Guard District in Seattle, Washington, or at the Office of the District Engineer, Corps of Engineers in Portland, Oregon.

Refer to charted regulation section numbers.

OVERHEAD POWER CABLE
AUTH CL 125 FT
(OVER LOCK ENTRANCE)

NAVIGATION LOCK
WIDTH 86 FT
LENGTH 875 FT

The Dalles Lock and Dam

RADAR TOWER 

Fifteenmile Creek

CONTINUED ON CHART 18531 SIDE B

KAPP 1758

45
40

OINS PANEL ABOVE

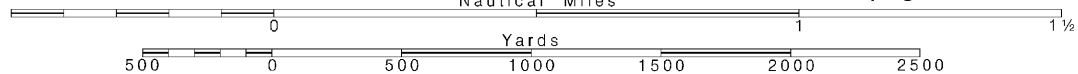
Joins page 12

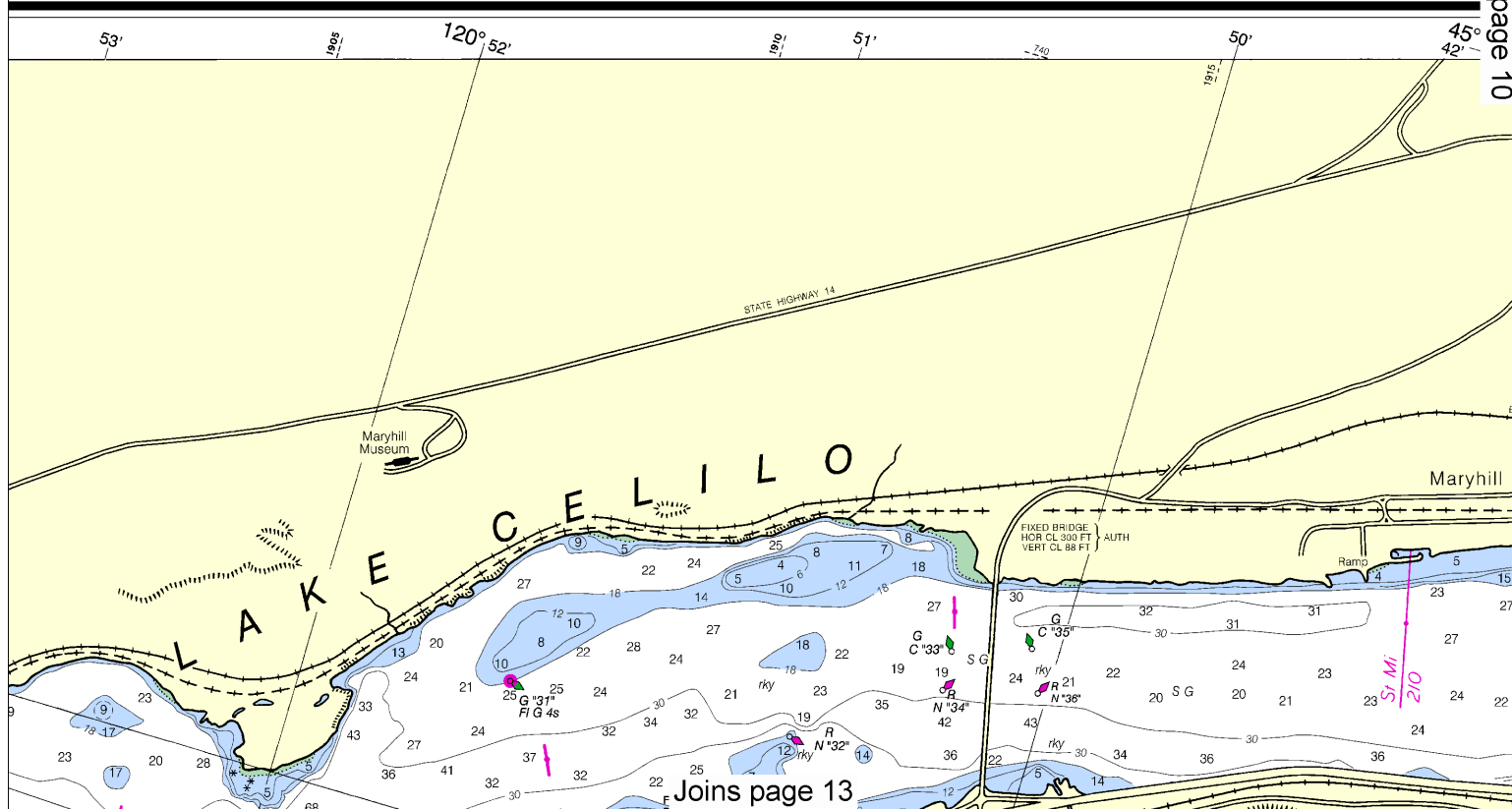
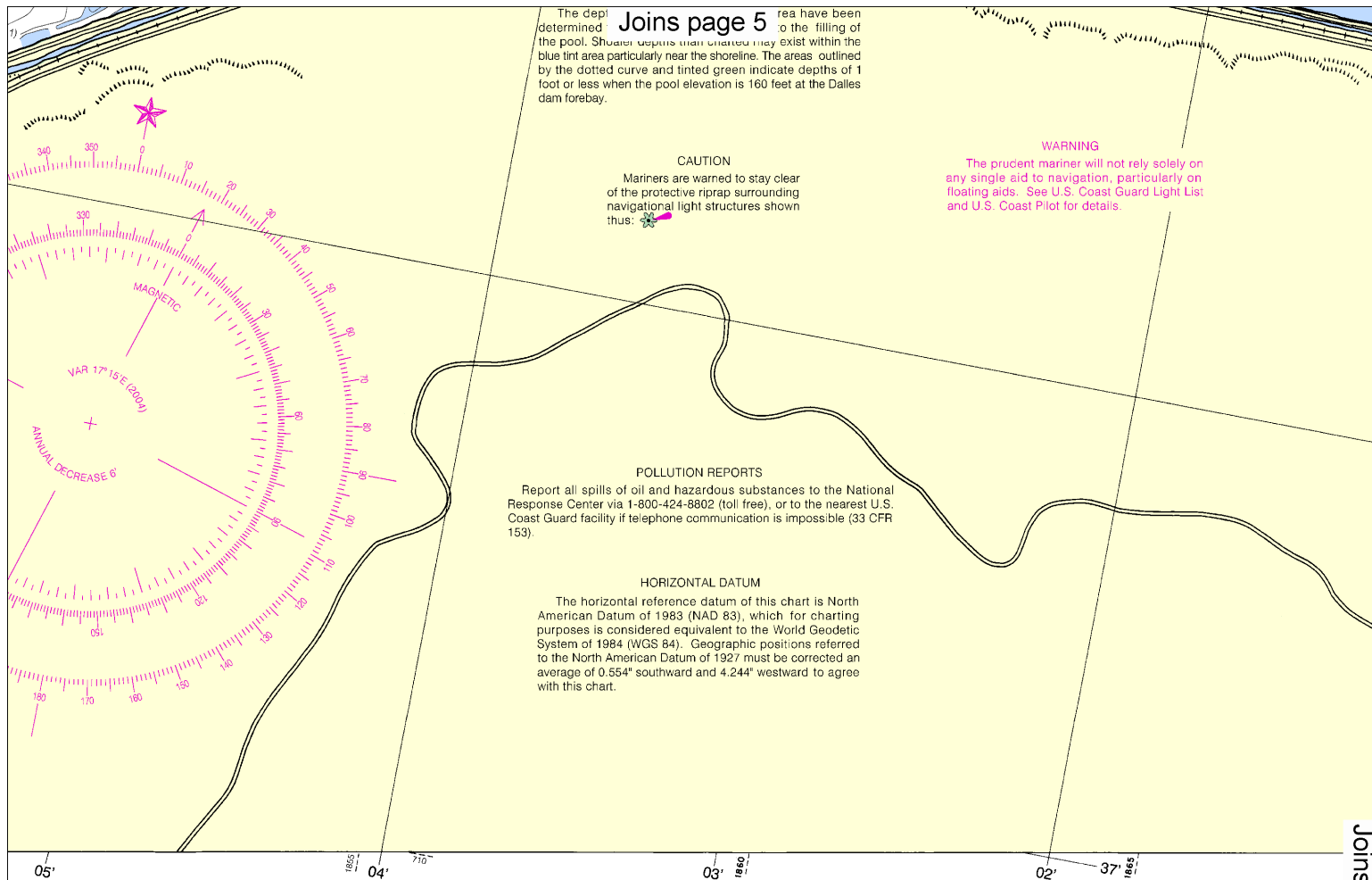
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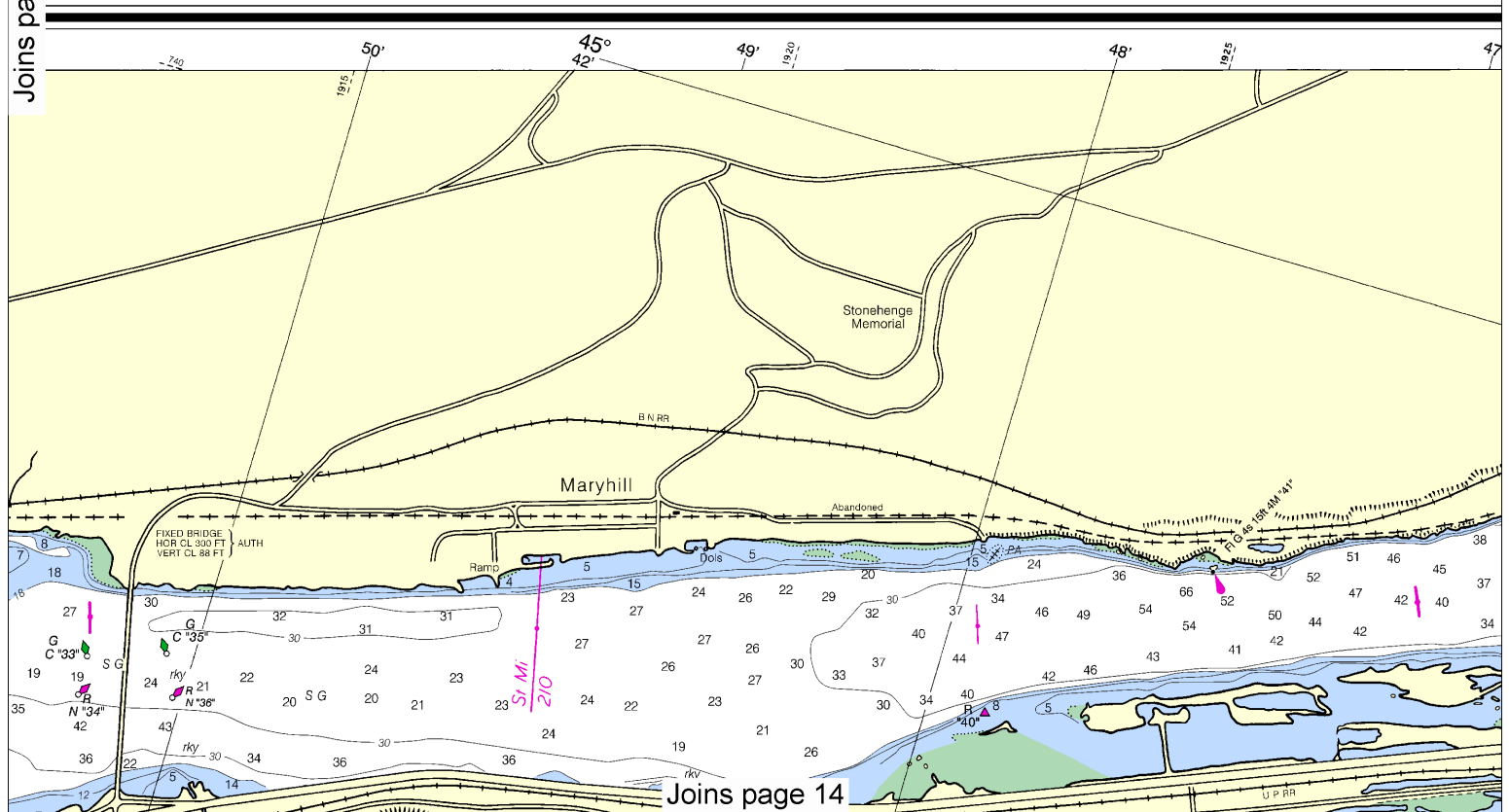
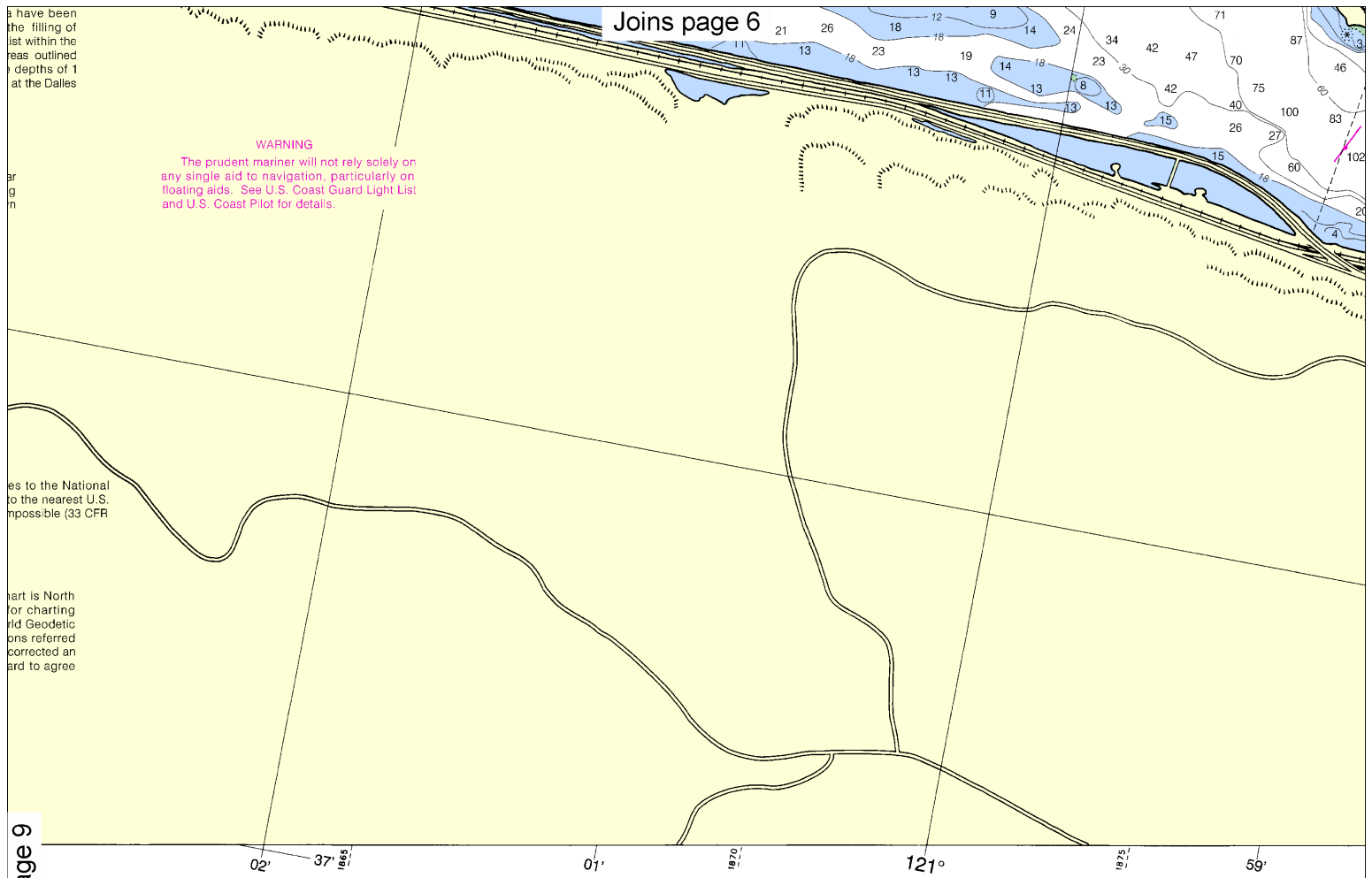
~~SCALE 1:20,000~~
Nautical Miles

See Note on page 5.

Note: Chart grid lines are aligned with true north.

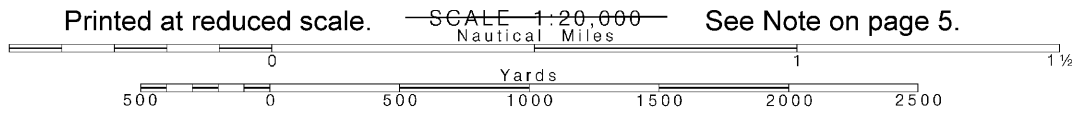


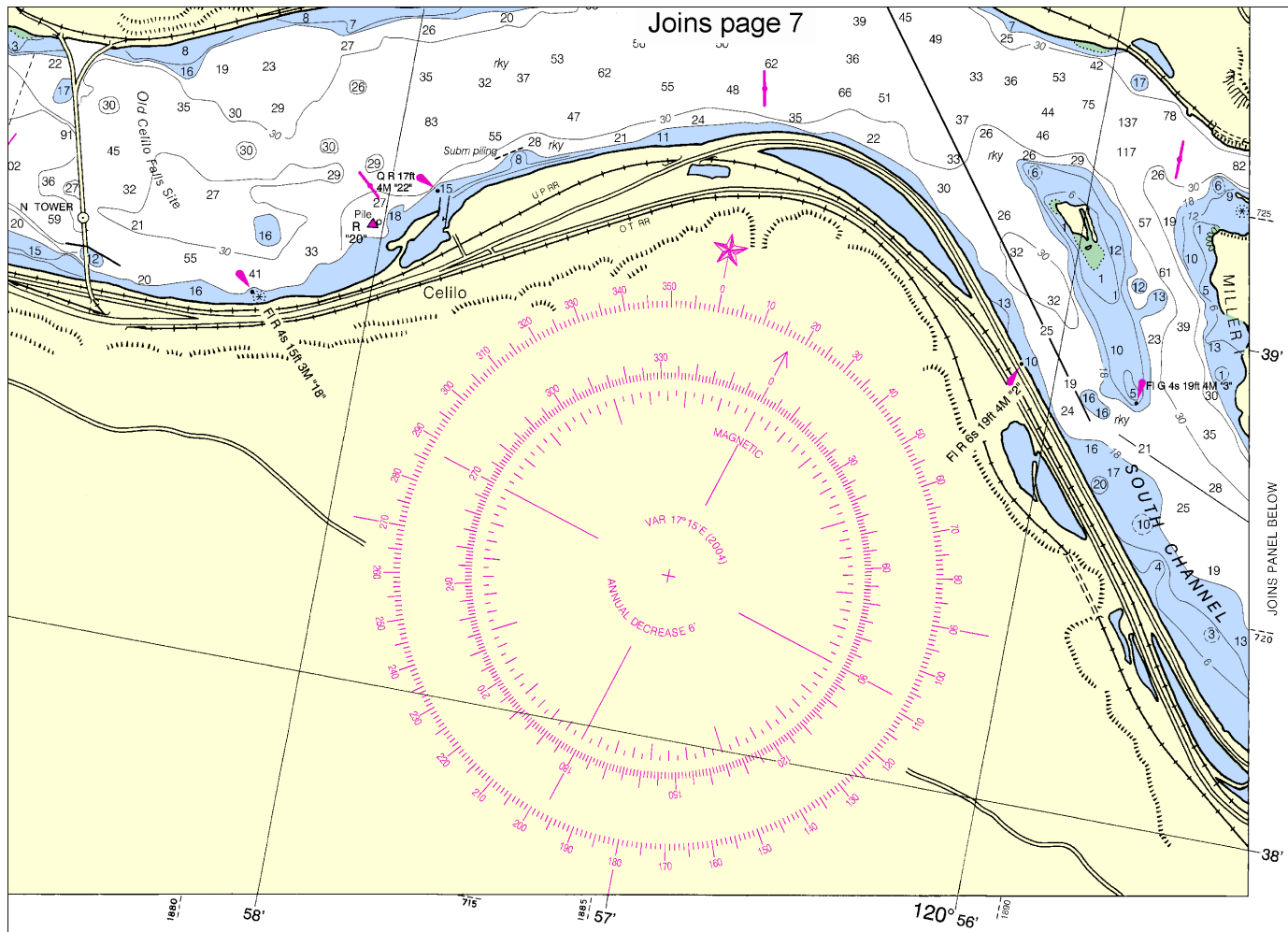


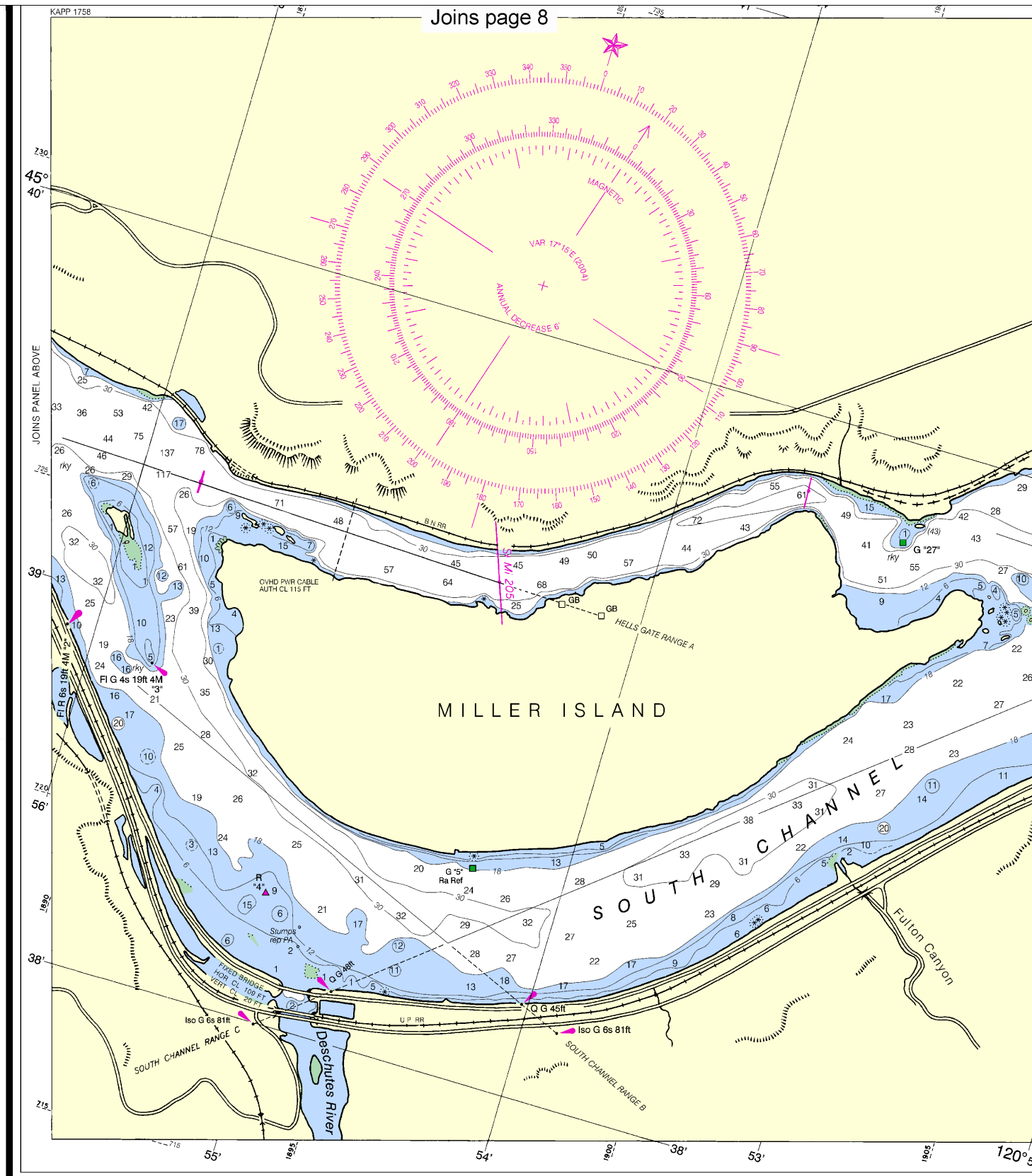


10

Note: Chart grid lines are aligned with true north.







12th Ed., Sep. / 04 ■ Corrected through NM Sep. 25/04
Corrected through LNM Sep. 07/04

18533

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

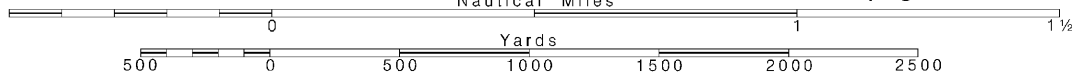
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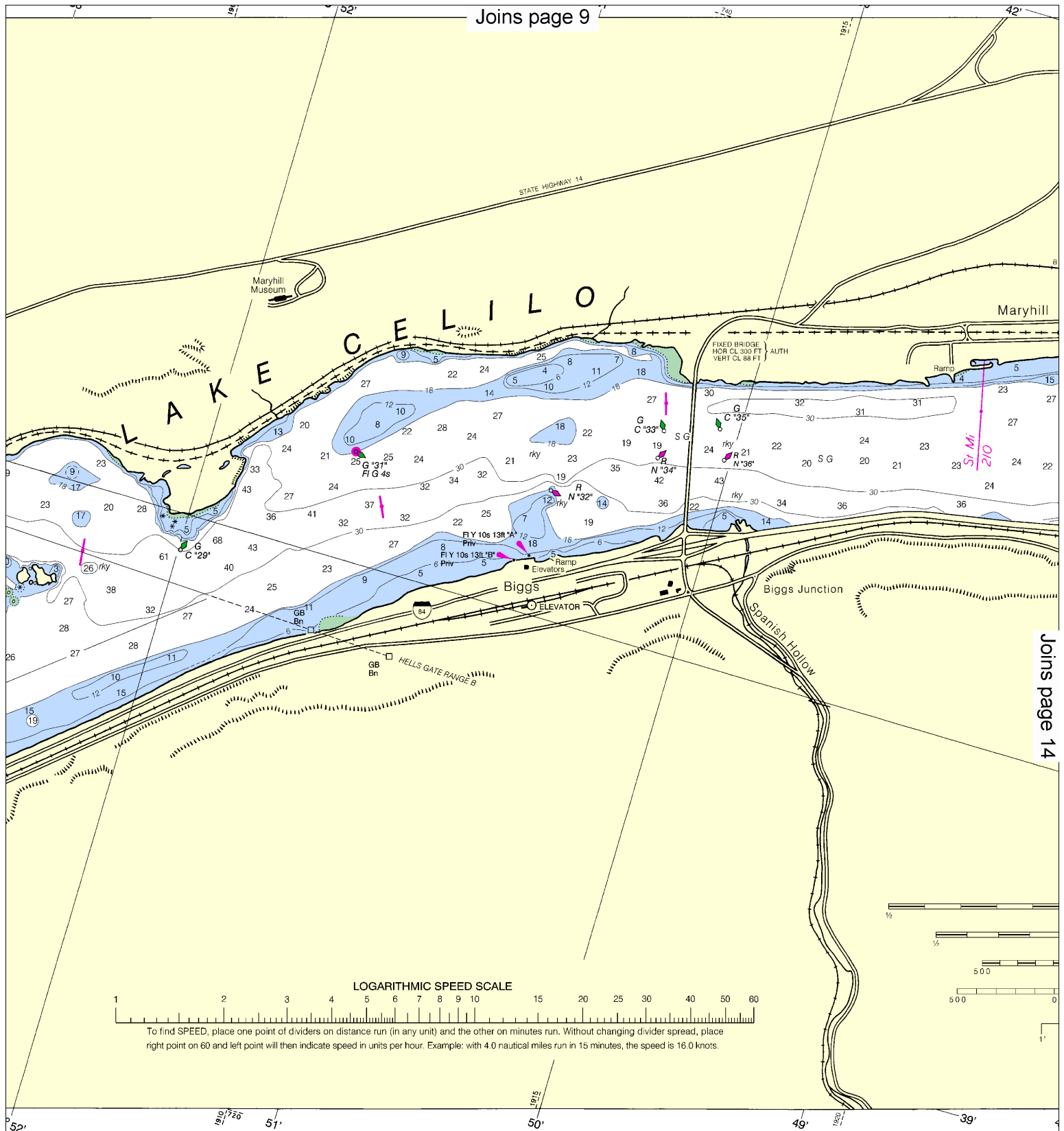
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:20,000
Nautical Miles

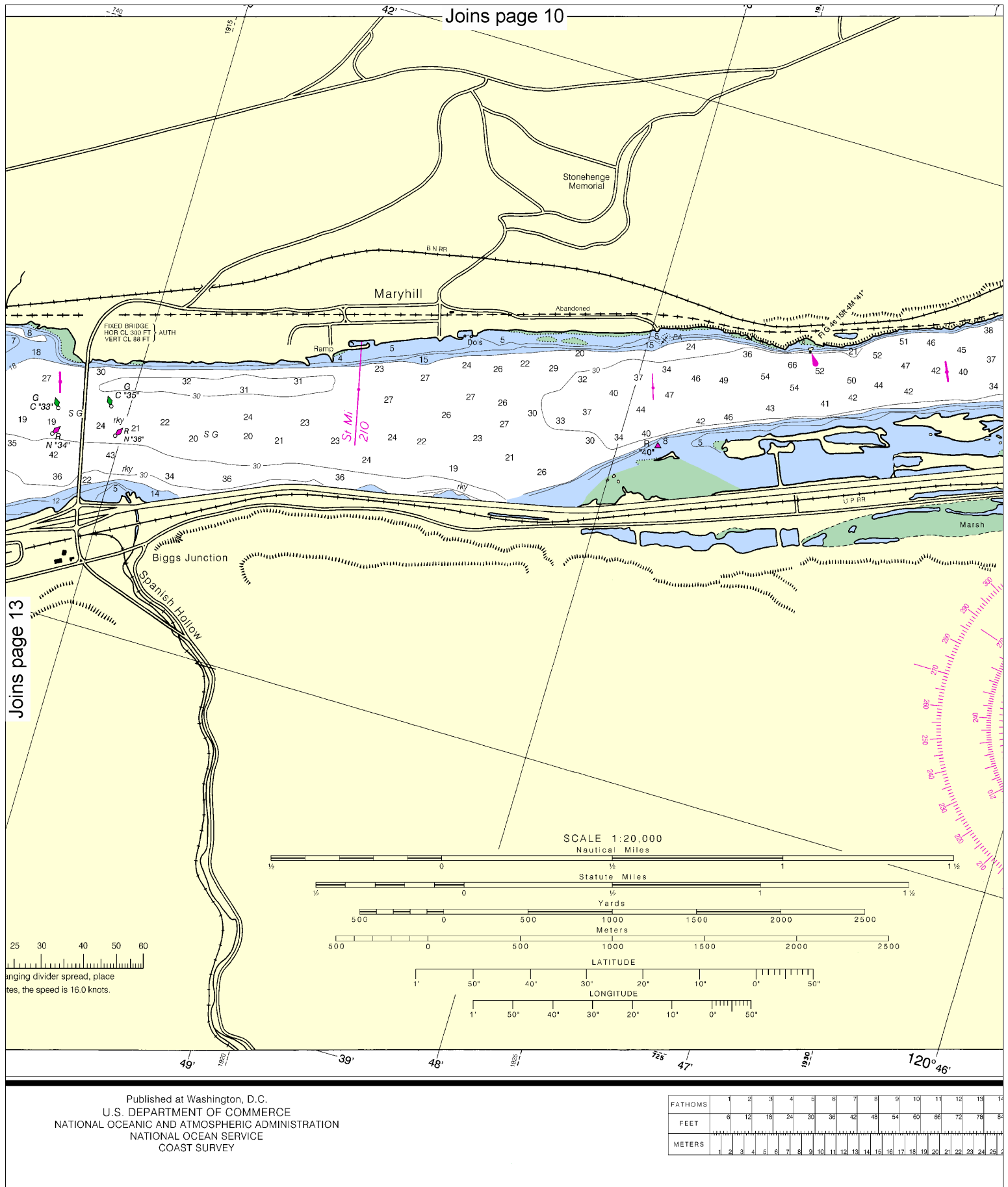
See Note on page 5.

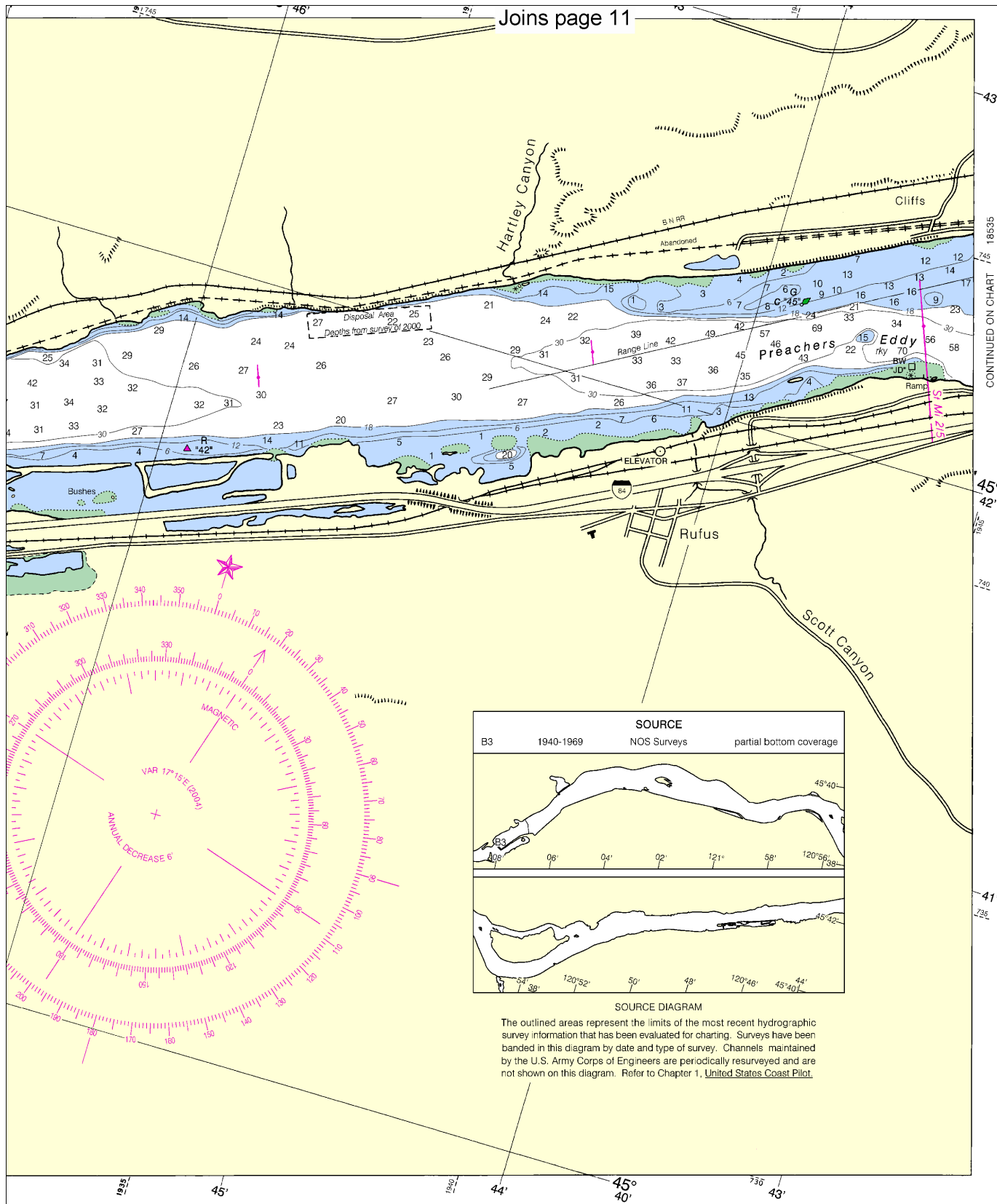




SOUNDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY





CONTINUED ON CHART

ED. NO. 12

NSN 7642014011616
 NGA REFERENCE NO. 18XHA18533

Columbia River, Lake Celilo
 SOUNDINGS IN FEET - SCALE 1:20,000

18533



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Online chart viewer	—	http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker